IN THE CLAIMS:

1. (currently amended) A regulated dashpot with shock-absorption force controls, for motor vehicles, comprising: at least one flow-regulating system including at least one shock-absorption component for a compression phase and for a decompression phase; at least one valve assembly with electrically variable flow resistance regulated by a regulating valve; at least one fixed bypass valve with a non-varying constricted flow cross-section hydraulically and directly paralleling the flow-regulating system, whereby said fixed bypass valve has a constant opened flow-through cross-section hydraulically in parallel with said regulating valve; said at least one flow regulating system for the compression phase and said at least one flow regulating system for the decompression phase being in the form of said regulating valve with variable flow constriction, said flow resistance being continuous for providing continuous damping between soft and hard damping, said bypass valve preventing pressure pulses in damping fluid when said regulating valve transfer rapidly from open to close positions corresponding to upward wheel shocks and sudden wheel accelerations, so that sudden jolts are prevented when shifting between soft and hard damping for comfort in riding in said vehicles, said fixed bypass valve being integratable into said flow-regulating system and having minimal passage for hydraulic fluid and preventing the dashpot from being entirely blocked when said regulating valve is closed, said flow-regulating system for the compression and decompression phases forming main flow channels through said shock-absorption component, said valve assembly with electrically variable flow resistance forming a main valve assembly for said shock-absorption component, said fixed bypass valve having a constant non-adjustable flow cross-section.

2. (cancelled)

3. (cancelled)

4. (withdrawn) A dashpot as defined in Claim 1, including previously adjusted pressure-dependent valve assemblies with a fixed flow cross-section for said compression phase and said decompression phase and having a hard performance curve, said valve assemblies hydraulically paralleling said system flow-regulating and said shock absorption component.

5. (withdrawn) A dashpot as defined in Claim 1, including previously adjusted pressure-dependent valve assemblies with a fixed flow cross-section for said compression phase and said decompression phase and having a soft performance curve, said valve assemblies can be activated and deactivated individually or separately, said valve assemblies hydraulically paralleling said flow-regulating system and said shock absorption component.

6. (previously presented) A dashpot as defined in Claim 1, wherein said flow-regulating system and said flow- shock-absorption component are accommodated in a separate unit in form of a flow regulating block outside the dashpot and communicating with said dashpot through hydraulic-fluid lines.

7. (withdrawn) A dashpot as defined in Claim 1, wherein said flow-regulating system and said flow- shock-absorption component are accommodated in a position thereof.

8. (withdrawn) A dashpot as defined in Claim 1, wherein said flow-regulating system and said flow- shock-absorption component are accommodated in a bottom valve thereof.

9. (cancelled)

10. (previously presented) A regulated dashpot as defined in Claim 1, wherein said flow regulating system comprises two hydraulically parallel regulating valves, said bypass valve being hydraulically in parallel with said two regulating valves and having minimal passage for hydraulic fluid for preventing the dashpot from being entirely blocked while said regulating valves are closed.

11. (previously presented) A regulated dashpot with shock-absorption force controls, for motor vehicles, comprising: at least one flow-regulating system including at least one shock-absorption component for a compression phase and for a decompression phase; at least one valve assembly with electrically variable flow resistance regulated by a regulating valve; at least one fixed bypass valve with a non-varying constricted flow cross-section hydraulically and directly paralleling the flow-regulating system, whereby said fixed bypass valve has a constant opened flow-through cross-section hydraulically in parallel with said regulating valve; said at least one flow regulating system for the compression phase and said at least one flow regulating system for the decompression phase being in the form of said regulating valve with variable flow constriction, said flow resistance being continuous for providing continuous damping between soft and hard damping, said bypass valve preventing pressure pulses in damping fluid when said regulating valve transfer rapidly from open to close positions corresponding to upward wheel shocks and sudden wheel accelerations, so that sudden jolts are prevented when shifting between soft and hard damping for comfort in riding in said vehicles, said fixed bypass valve being integratable into said flow-regulating system and having minimal passage for hydraulic fluid and preventing the dashpot from being entirely blocked when said regulating valve is closed; said flow-regulating system and said flow- shock-absorption component being

accommodated in a separate unit in form of a flow regulating block outside the dashpot and communicating with said dashpot through hydraulic-fluid lines; said flow regulating system comprising two hydraulically parallel regulating valves, said bypass valve being hydraulically in parallel with said two regulating valves and having minimal passage for hydraulic fluid for preventing the dashpot from being entirely blocked while said regulating valves are closed.